LIGHT RAILWAYS

Number 59

January 1978

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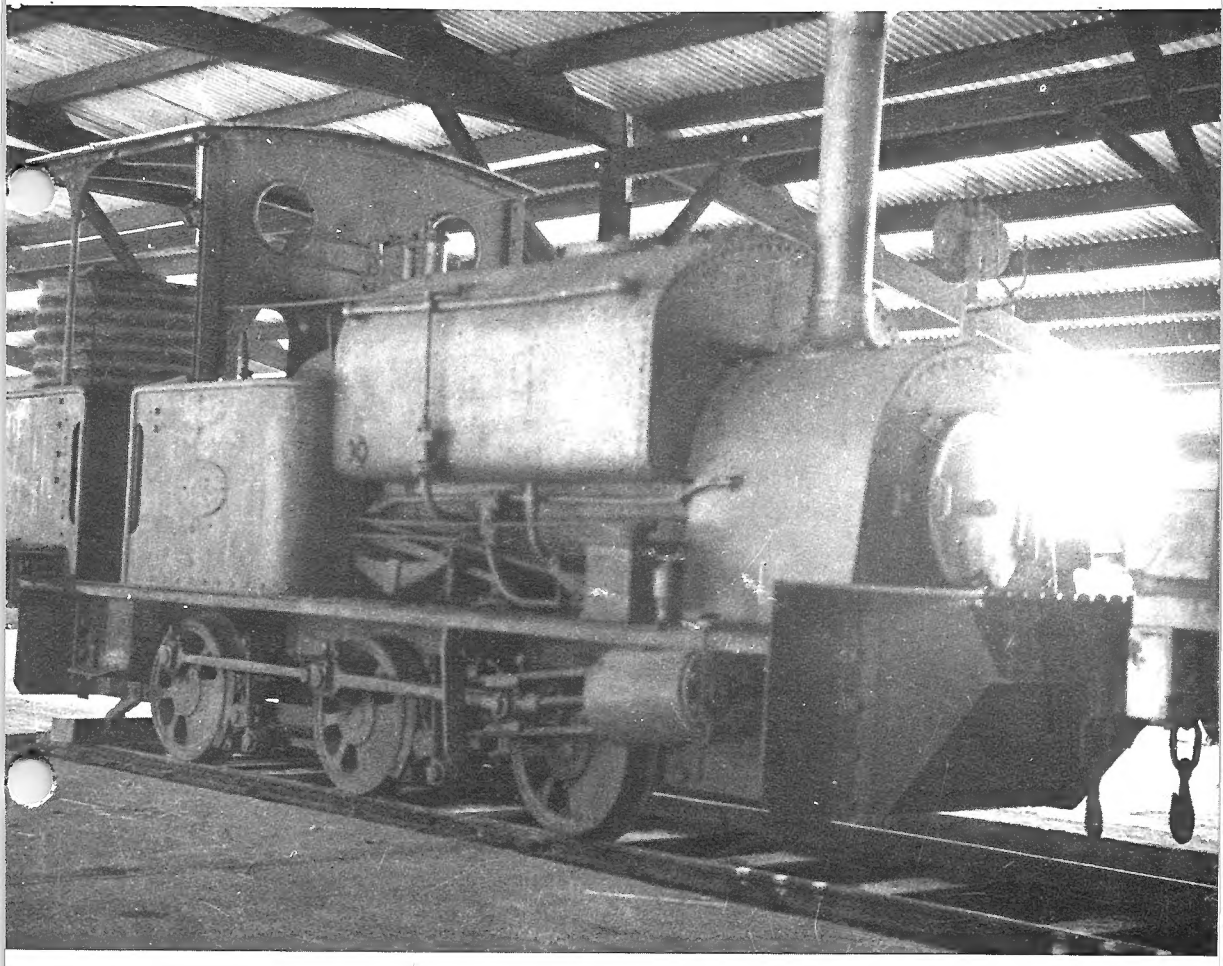

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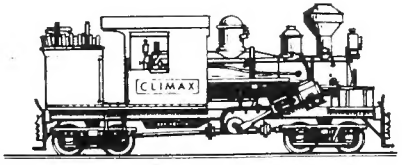

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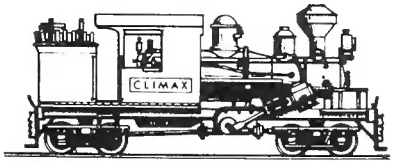

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MEETINGS, Sydney: Fourth Wednesday every second month at 7.30 pm, Conference Room Rechabite House, 85 Campbell Street, Surry Hills. Next meetings 22 June, 24 August, 26 October, 14 December. **Melbourne:** Second Thursday every second month at 8.00 pm, room 11, Victorian Railways Institute, Flinders Street Station building. Next meetings 9 June, 11 August, 13 October, 8 December.

Whilst every effort is made to ensure the accuracy of articles published in *Light Railways* errors may creep in. Additional information is being discovered all the time, and this sometimes contradicts previous information.

If you see any errors, or can add information, please contact the editor, and so help us to record the full history of Australia's light railways.

Historical references to sums of money in *Light Railways* are in Australian pounds (£). One pound equalled two dollars on changing to decimal currency in 1966.

Articles and news items are always welcome. It greatly assists the editors if they are typed or written on one side of the paper only and double spaced.

Editor's column

By now members should have received their first copy of *Light Railways News* which is being edited by John Browning, of P.O. Box 111, Inderoopilly Qld 4068. *Light Railway News* will take over the role of News Notes & Comments in *Light Railways,* as by the time news items appear in LR they have usually lost their topicality. It will be possible to get news items published far more quickly through LRN. Members are urged to support it by sending their reports to John Browning. The Letters section of *Light Railways* will continue, and all letters relating to articles in LR should continue to be sent to the editor of LR.

There has been some criticism on the publication of the letter from Allan Watson in LR57 and LR58 dealing with, amongst other things, the shale railways of NSW. This criticism is to the effect that we should not publish material relating to publications produced by other organisations. As the subject was shale railways, which are light railways, it comes within our area of interest. Our 'Letters' section is the only open forum available for people to exchange views and theories on light railways. It is open to everybody.

The next issue of LR is expected to be the first to be produced by the NSW Division, and will be a special enlarged edition dealing with a particular tramway.

With the publication of the article on Wyndham in this issue we have completed our journey up the north-west coast. Now we will be retracing our steps to cover some very little-known tramways which once existed in this area. We will also gladly publish any additional information on any of the tramways so far described.

Front Cover *Preston,* a 3ft 6in gauge 0-6-0ST, (Hudswell Clarke, B/No. 379 of 1891) at Wyndham, WA in the early 1940s.

Photo: J. Goggs

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Tramways of Tivoli Coalfield

by J. D. Kerr

For a hundred years until the advent of modern trackless mining methods, all but the most primitive underground coal mines have used tramways in the transport of coal from the coal face to the surface. It has been rather less common for coal mines to rely on surface tramways - rather than railways - in the marketing of their product, most having had either private railways or private sidings to enable railed transport direct from producer to consumer.

Mining began in the North Ipswich area before there were any railways in Queensland. The natural means of transport was by river, and this favoured mines with convenient access to the Brisbane and Bremer Rivers. Railways were built, first west from Ipswich (opened in 1865) and then from Ipswich to Brisbane (opened for uninterrupted communication on 5 July 1876). As the latter line was convenient to mines south of the Bremer, these soon swung over to rail transport, those on the north side, which were closer to the river than those on the south side, continued to use the river. Since river transport was cheaper than rail, and the railway at the Brisbane end did not connect to the coaling wharves until 1884, there was little point in abandoning the river. They did suffer a disadvantage in competing for railway since they had to cart about two miles to the railway at North Ipswich until rail connection was eventually provided to the area in 1898, mainly as a result of agitation by coal owners who were a mile or more from the Bremer River.

While the area was dependent on the river, a number of interesting surface tramways developed to take coal to the river, and later some tramways to take coal to railway sidings. The early history of the tramways is obscure, and much of the fragmented history depends on newspaper reports of occasional visits to the mines.

Gulland's Tramways

The first record I have is a letter from James Gulland of Tivoli Mines, Ipswich and dated 18 July, 1873, to the Minister for Lands [1] applying for land under Act 36 Victoria No. 15 for mining and tramway purposes. He stated that

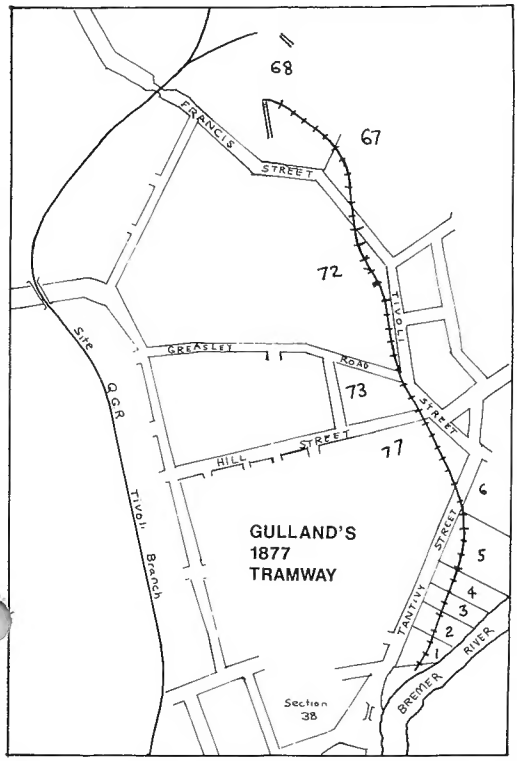
> 'it is of importance to the conducting of my present mining operations (a tramway through these lands) to have this application dealt with as early as possible ... I lease the land adjoining to Section 38 (Nos. 2 & 3) from the Government for wharf purposes, which would form a necessary connection with said lands to my mines.'

In reply, Gulland was advised that his application should have been sent to Ipswich. There were a number of 'Tivoli' mines, but the mention of Section 38 indicates this was the original Tivoli Mine, close to the junction of Tivoli Creek with the Bremer River. The wording of the letter implies that the tramway was already in existence. As the map shows, its length was probably less than a quarter of a mile. The actual route is guesswork but it is only a short distance from section 38 to the river. It probably lasted only a few years since by 1877 Gulland had a new Tivoli Mine. Denmead writing in 1944 states that the mine opened in 1870 but that none of the old residents of Tivoli Hill could remember the mine being worked. However there was a large spoil dump in portion 169 indicating some substantial working in the past. [2]

Gulland's new Tivoli mine was about a mile from the river over broken country, and so, Gulland began constructing a new tramway. Although partly laid on (the edge of) the public road., it was not expected to interfere with public traffic the Works Minister assured Mr. Maclean on 4th October, 1877[3]. Gulland had the tacit if not formal approval of the Government; correspondence held or referred to in Archives material includes mention of an officer inspecting the laying of the tramway, and an opinion signed by the Attorney General Hon. S.W. Griffith that the 'construction of any obstruction upon a public road ... is an unlawful act, and a nuisance at common law ...' The question arose in consequence of Gulland offering to make over to the Government, his new tramway[4].

With the work completed in January 1878, the *Queenslander* [5] provides an interesting account of the new railway 'The latest work of its kind that has come to our notice extends from the Tivoli coal-pit to the banks of the Bremer River near Ipswich. This is a work of undoubted skill. The country over which it passes is rough and broken, and grades of 1 in 12 are encountered ...

'The Tivoli Railway is designed to carry coal which until recently was carried in drays ... Starting at the coal shoots at the bank of the river, the line at once faces a very steep ridge for about 600 yards, the whole length of which is a series of cuttings and embankments. On this a double tramway track of timber has been laid, and a continuous string of cars, each carrying seven hundredweight of coal, moves along. The down train being loaded, and the up train being light, and both being attached to an endless wire rope, the position has been taken advantage of to obtain all the necessary motive power from the cars on the



down grade. At the top of the double line of rails, the rope, which is of wire, passes over a gutted wheel. This wheel is horizontal and is fixed upon a strong framework of hardwood posts. A long lever is made to act as a brake upon the wheel, and by this means, one man controls all the up and down traffic ...

'The traction rope is carried on the trucks, and by an ingenious contrivance, it slips into a slotted piece of iron at each end of each truck. The system of working is to hook on each loaded truck as it comes to the top of the line from the pit, allowing each to go forward as it is attached to the rope, and at the same time taking off a truck from the "up" line.

'As the loaded trucks reach the bottom of the incline, they are, one by one, disengaged by simply lifting the rope out of the slots. Then the coal is discharged into the shoots or into a vessel at the wharf, and the truck is hooked on to the train going upwards. Three men attend to this portion of the work, without any horses, steam or extra power.

'The Tivoli coal pit is down on the other side of the ridge ... The contrivance for getting the loaded trucks up from the pit outlet to the top of the ridge is more ingenious ... The length of tramway on this side is about 1,600 yards; 600 of which are worked by wire rope, and the remainder by horses. The grade is as steep as one foot of rise in twelve of track near the pit; towards the top it is less steep.'

The article then described how a similar inclined tramway worked from the top of the ridge and down into the mine tunnel. The total length of tramway was 1¼ miles It further states that the engineer was Mr Robert Archibald. 'Timber is used for the rails of the tramway. The wheels of the trucks are not flanged; they are plain. They travel upon flat rails of timber with edging on the inside to keep the wheels in position and on the track. Wheels and axle are wedged and travel together, as in the case of ordinary wheels and axles. The total cost of the work is£1500.' The traffic carried over it had been sufficient to keep seven horse teams with 21 horses going.

The tramway was apparently worked successfully for four years when Mr Gulland realized that the lease of the land on the river side of the ridge, over which the tramway passed, was due to expire on 31 October, 1881. The owner, Mr John Eastwood, another coal proprietor, was unwilling to renew the lease threatening Gulland with the prospect of having to remove his tramway. Gulland petitioned the Legislative Assembly to introduce a private bill to authorize construction of the line. Such a bill - to authorize construction and thus prevent a forced removal on expiration of the lease - was introduced in August 1881, and reference to a Select Committee was required by Standing Orders. [6] The Committee took evidence and agreed that private rights would be encroached upon to a slight degree but considered that public interests were greater. Since there was ample provision to protect the interests of those likely to be affected, they recommended passage of the bill. Clause 6 required, as Mr Black pointed out during the debate, 'the said James Gulland shall make ... for the owners and occupiers of land adjoining the said tramway such ... gates, bridges ... for

This track, seen looking towards the Bremer River in mid 1968, appears to be the former embankment of Gulland's 1877 tramway.

Photo: John Kerr

Stone edging of the embankment on the Tivoli tramway near Gulland's 'new' Tivoli mine, as seen in 1972. The embankment crosses a small gully. Photo: John Kerr

the purpose of making good any interruption caused by the said tramway ...' The Hon. S.W. Griffith said the bill was simply one to enable Gulland to carry his coal through his neighbour's land without their consent. The Premier, McIlwraith, admitted that it was a special case, but said every railway bill was virtually the same. The bill passed the Assembly 19 votes to 8.

Meanwhile Eastwood, on October 5, petitioned the Legislative Council [7] opposing the bill. The Council, apparently contrary to normal practice, refused to have the petition printed. The Hon. Mr Buzacott spoke for the bill in the Council, pointing out the advantage of the tramway in saving the roads being cut up and its having reduced the cost of coal by 2/6 a ton while there was provision for Gulland to pay Eastwood adequate compensation. The Hon. Mr Walsh, who was never one to suppress his misgivings, read out the Eastwood petition and unsuccessfully moved that Eastwood be heard at the bar of the house. The Council however passed the bill which received Royal Assent just two weeks before the lease expired .

Interesting details came out of the Select Committee. Gulland in evidence said the line, operated by horses and by wire rope, had been inspected by a Government Inspector and by the Minister for Works, Mr George Thorn, during construction . Apart from reducing the cost of conveyance, there was the added advantage that the coal, which was very friable, was less knocked about. The cost of tramway and appliances was £1957/18/5. If the bill was passed, he planned further improvements.

While he could not remember the gauge of the line, Gulland stated that the rails were all wooden except on public roads where they were iron. The rail was different to the normal railway. The wheels were unflanged and flat. The rail was a board of 6 inches with a batten of 2 inches on the edge. Where it ran on the road, the line was two to three inches above the road except where it crossed a gully when it was six feet above. He planned to improve the line by using angle iron from the top of the hill to the shoots. The only objection was from Mr Eastwood; twelve chains of the tramway ran through his property. Mr Robert Archibald had no objection to it running through portions 1,2, and 3 which he owned; he was also the mine's General Manager.

Mr Bryce, chairman of the Brassall Divisional Board said the tramway was taking about 90 tons of traffic off the road each day. Mr Robert Henderson, Clerk of the Board, said the embankment was about 2½ ft high, apparently meaning where it crossed a little used road, while nearly level at another crossing. Mr Alex.Stewart, C.E., said Eastwood could make his own tramway in Portion 5 but doubted that it would be practicable due to the grades down to the river. Stewart produced a section plan - unfortunately not reproduced in the report -

showing that the grades of the tramway were 1 in 14, 1 in 12 and 1 in 9. About 1 in 8 he considered the limit for rope tramway and too steep to use any distance.

Mr George Phie, who had a pit in portion 77, said he could not get onto the road without traversing the footpath for some distance. The rails were five inches above the surface and also two feet above the footpath, and he was unable to cross it with a loaded dray. Dust from the tramway was disagreeable while the empty trucks were noisy. Trains of wagons were going along always he claimed, passing and repassing about 20 or 24 times an hour. He said that the tramway had been built from both ends, the last (horse-drawn) section being built in front of his place.

Eastwood was questioned last, the final question being 'But can you specify how the tramway injuriously affects your land as a mining property?' Eastwood answered "The fact that Mr Gulland gets his coal into market at a cheaper rate than before the tramway was made compelling me to lower my price to meet him.' The truth was apparently now revealed; one speculates that the committee concluded no further questioning was necessary.

Of the tramway's fate, I have learnt nothing more. It was probably abandoned when the pit closed, which may have resulted in 1884 when his pit near Dinmore could supply coal cheaper owing to the completion of the railway to the South Brisbane Wharves. It seems clear from the 1895 report [8] on the proposed Tivoli Railway that the mine and tramway had not been in use for many years.

During an inspection in 1972 we discovered an embankment, apparently part of the line running down to the river. It is apparently used for a water pipe or sewer so we could not be sure it was not of recent origin. In portion 72 we found an old cutting in rock at the back of fairly recently constructed houses. It was largely filled with rubbish, but was apparently the tramway. Crossing the road and into what was Gulland's property, we found first a shallow cutting one to two feet deep, changing as it reached the bottom of the gully, into an embankment built up with stones and still readily discernible, and heading towards old pits. Remains of an old stone coke oven seemed to verify that it was an early pit. It can be seen from the map that this was only a few chains from the Rothwell Haigh siding on the later Tivoli railway.

Remains of old coke ovens near the terminus of the 1877 Tivoli tramway, September 1972.
Photo: John Kerr

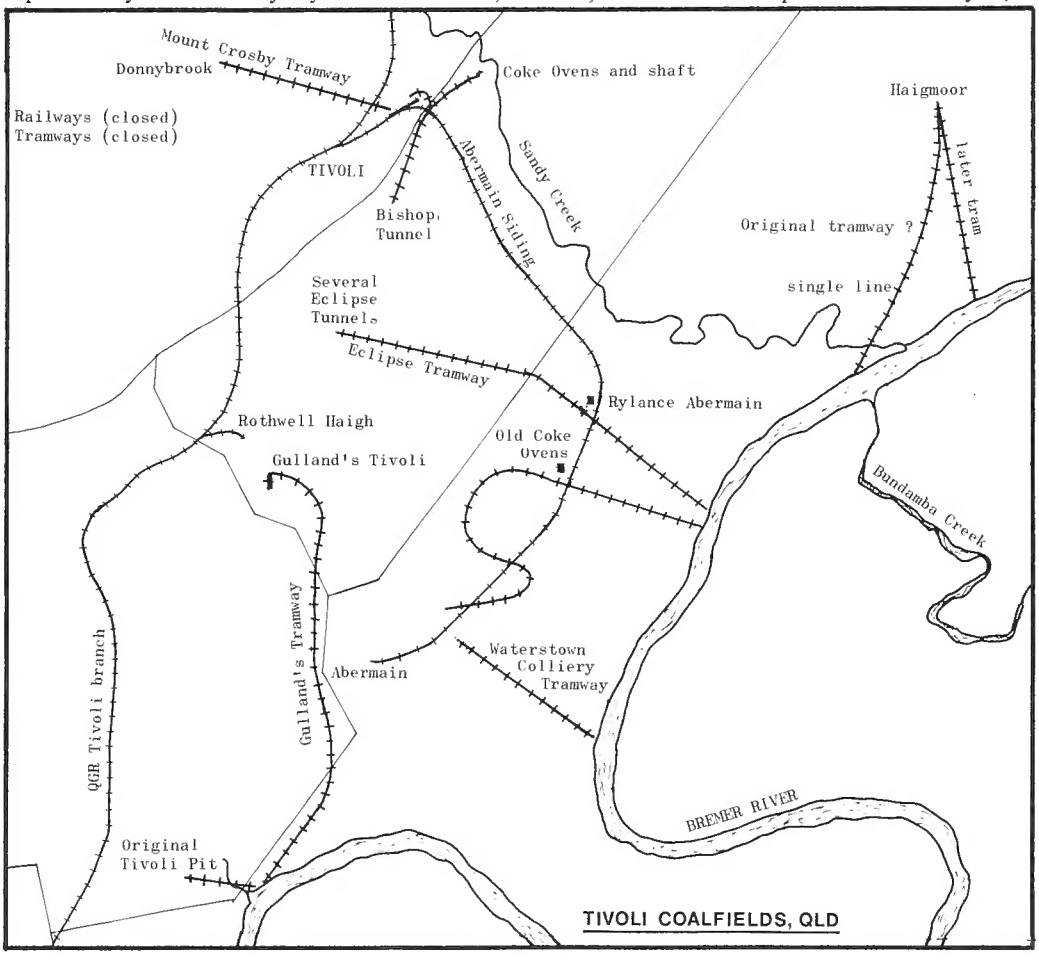
Eclipse Colliery Tramway

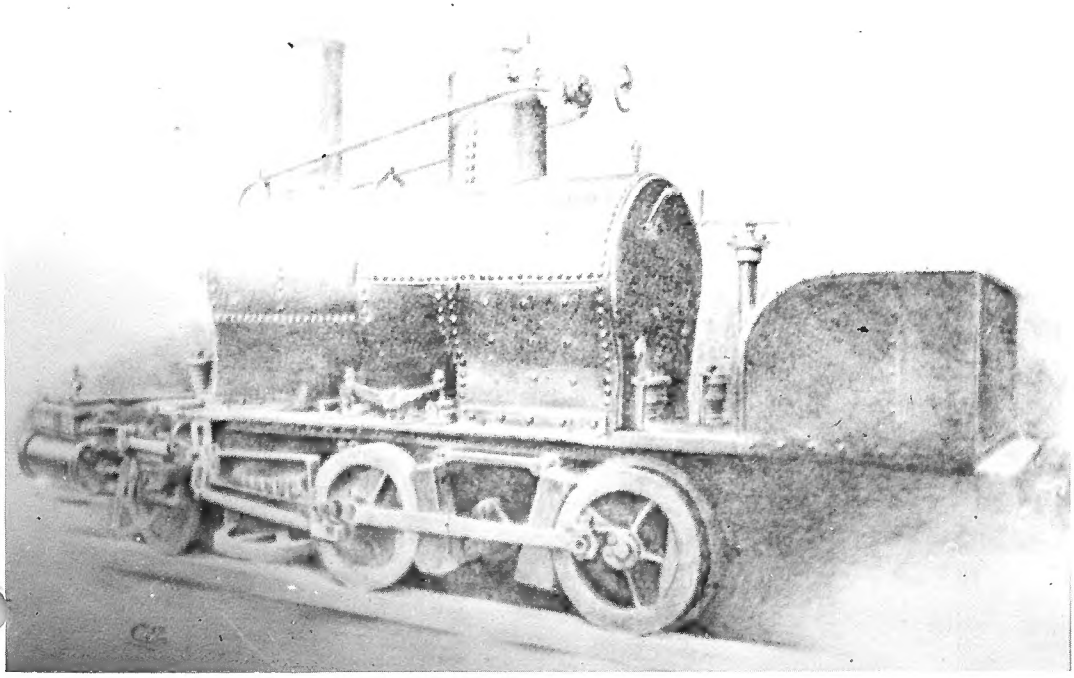
Another tramway was constructed late 1877 or 1878, this time from the Eclipse Colliery to the river. The locomotive was completed in January 1878 and was built to three foot gauge [9]. Designed by Mr Owen Jones of the road department, it was a six-wheeled engine, weighing 6 to 7 tons loaded. The cylinders were 9½ inch and besides the ordinary rail wheels, there was double-wheel gearing for centre rail traction. There were powerful brakes on four wheels, and it was demonstrated as stopping rapidly on its rails which were 6 by 6 inch hardwood keyed by wedges into sleepers laid on the ground. It was said to be capable of working a 1 in 5 grade.

The tramway was described in August that year [10] as leading from the pit mouth of Blond and Wright's mine near Tivoli. However the locomotive, although stated to be working admirably, had broken one of its cogs and could not be seen working when the correspondent visited.

In 1884 according to the Queensland Times [11] the Eclipse Colliery was owned by Brydon Jones and Co., with Mr J. Wright as manager. Coal was tipped into a 'lorry' capable of holding 3 tons - obviously not the usual narrow gauge under ground coal skips but consistent with the three foot gauge mentioned ealier. 'A mile of iron rails stretches away to the river and horses take the lorry to the foot of a steep hill where steam power is once more brought into requisition and a six horse power engine draws the load, thus saving the cost of three or four horses. Wooden rails were used but the wear and tear proved too much and the proprietors wisely decided to use metal.' One can speculate that the 1878 steam loco had not proved totally suitable on what must have been rather ferocious grades and that a stationary engine - which could have been a conversion of the locomotive was found more convenient.

Early in 1895, twenty five men were reported as employed at the Bishop mine, a tunnel adjacent to the Eclipse [12]. Mr Wright had a contract from Brisbane Gasworks and was putting down a new shaft just behind the Tivoli State School and about a mile (actually half-a-mile) south west of Bishop tunnel. Later that year, John





A copy of an old photograph of the Smith, Forrester & Co loco built in 1878 for Brydon, Jones & Co (later Wright's) Eclipse Colliery tramway to the Bremer River.

Photo: G. Bond collection

Wright told the Tivoli railway select committee that he worked 'Bishop' and 'Tivoli' mines, the two being close with a road between them. While some coal was railed (from Ipswich) most went by water. He had a mile long tramway to the river. He explained that he pulled the truck to the top of the hill with an engine and that then the truck(s) ran down to the river. The production was 20 tons a day at Tivoli (just being opened up) and 200 at Bishop. On the latter, he had to pay ninepence a ton to cart it to the tramway. J. Johnson in evidence mentioned that Wright's tramway crossed a gully - presumably that north of Tivoli school - on a trestle bridge as he described it, between the Colliery and the proposed railway.

The *Queensland Times* of January 1898 reports the new Tivoli mine as having a tramway connecting with the river, and it is shown in the 1899 mines department report on the area [13] . Presumably the 1878 tramway, altered over the years, was basically the one referred to in all the above reports. It apparently had little earthworks which would account for the difficulty of finding any remains after three-quarters of a century. Its demise came with the Tivoli Railway, opened in 1898.

The railway was not the end of surface tramways for John Wright, although my only knowledge of them is from railway plans. One ran south-west from Tivoli towards the area of the original Eclipse, and embankments can be found along this alignment. At the colliery, part of an old loco was located, but this was probably an old Q.R. loco sold for use as a winding engine; quite a few were so converted. An old resident told me of his recollection of the tramway being worked about the 1920s by a locomotive hauling a single wagon.

Another tramway ran from a mine on the north side of the Tivoli terminus - I believe it was Eclipse No. 2, also known as Donnybrook - to a loading bank at Tivoli. This was a double tramway taking skips to the loading point. It passed under the Mount Crosby tramway going under a bridge with just sufficient clearance and crossed a gully between the mine and Tivoli railway siding. This tramway was fairly evident on inspection in 1972. By the 1930s no coal was being loaded at Tivoli.

Lindsay's or Haigmoor Colliery Tramways

In August, 1878, Lindsay's Mine - a mile east of Blond and Wright's mine - was described as having a 400 yards horse drawn tramway to the river. [14] Denmead in his history said Lindsay Brothers mine was known by them as Rossend. It was owned by Stafford Brothers in 1895. Evidence to the Select Committee[15] states that coal was being carted to Ipswich 'but we are erecting a coal shoot on the river and we have laid a tramway and in the course of another month or two we will be sending coal down.'

Stafford later described it as about half-a-mile of tramway. Another 1895 report mentioning Stafford's purchase describes the mine as Ivory's old property [16].

Denmead adds that the mine closed in 1909 and remained idle until 1944 when purchased by the New Ebbw Vale Coal Co. and reopened. In the 1940s Denmead observed that a tramway once ran from the main shaft to coal shoots at the Bremer River, and that a branch tramway was seen to have run from No. 2 shaft. This I suspect was Stafford's tramway.

Mr George Bond advises that Haigmoor, the present name of the property reopened in 1944 used 30 hp Ruston and Hornsby No. 354 0-4-0 loco of 1955, class DLU diesel with 3 1½ in wheels, two 4½ x 4½ inch cylinders and 16 5/16 in driving wheels. However, apart from a few sidings above ground, this is entirely underground tramway.

Inspection in 1973 found the area around the mine much disturbed. A short section of formation, partly shallow cutting and partly low embankment was found, not running directly to the river, but at an angle that took it upstream to Sandy Creek which it apparently crossed near its mouth. At this point we lost the formation but it was evidently the remains of a single-line tramway, probably for skips. Presumably horse operated, the crossing of Sandy Creek was probably made necessary to avoid too steep a descent. This I imagine was the 1878 tramway.

There was a road direct from mine to river and remains of shoots at the river. Stafford's tramway was likely to have been wire-rope operated with gradient no problem. Due to its semi-recent use as a road, we could not confirm that it had been a tramway. The only remaining tramway was a very short one for hauling pumping plant up from the river in time of flood.

Waterstown Tramway

The *Brisbane Courier* of August 1878 also reported that the Waterstown Colliery had a tramway 250 yards long running down to the river. One horse drew five trucks, each containing five hundredweight of coal. [17]

In November 1891 it was described [18] 'As the trucks of coal are brought to the surface, they are rolled out of the cage, and are caught up by an "endless" chain which runs the full trucks down to the river, about a quarter mile from the pit, and brings the empty ones back, so that there are constantly in motion about 100 trucks ...' The mine also supplied the adjacent Waterstown Brick and Tile Co., and another tramway took slack from the trough after washing, to the coke ovens.

The tramway seems little changed by 1898 although only 50 trucks were then said to be attached to the cable [19]; the earlier figure could easily have been given by an overly generous reporter. The mine was said to have 500 trucks altogether and a 150 ton daily output.

The mine was purchased by W.R. Black in 1908, and renamed Abermain. In 1898 the railway had been designed to serve the mines further from the river. However Black was keen to do away with tramway plus barge transport, but this took five years, due to the cost of providing a rail siding, and the means of financing it. When Commissioner Evans visited Abermain along with Mr Black on 3 January 1913 he described the mine as having a 3ft 6in gauge tramway. Coal from the mine skips was loaded into 6 - ton trucks on this tramway. The loaded truck he said ran down to the bank by gravity, and the empty one was hauled back to the mine by winding engine. At the river bank, coal was placed in a shoot and later transferred to the lighters.

When the change to 3ft 6 in gauge came is guesswork; Black started negotiating for a railway as soon as he bought the mine, so perhaps it occurred between 1898 and 1908. In 1973 inspection showed a wide formation - partly covered in growth - running gently down to the river. At the time I did not know of the later conversion to 3ft 6 in. It simply looked like a formation wide enough for a double line of skips. The railway siding was completed in November 1913 and I presume this marks the end of the tramway. [20]

There were other tramways around Waterstown-Abermain, partly marked on the railway plans [21] and discernible in 1973. It could then be traced from the Abermain area, crossing the railway by wooden overhead bridge - the remains being in situ - and then running up to

The Rylance Abermain Colliery, opened up in the early 1940s, had closed when this 1972 photo was taken. It had no surface tramway, but was near both the QGR Abermain siding, and Wright's tramway, both of which had closed before this mine opened.
Photo: John Kerr

Ruston & Hornsby 19½ in. gauge underground diesel loco (B/No. 35040 of 1955, class 20 DLU) stored at Haigmoor Collery. This is the old Lindsay Bros 1878 mine, reopened and reconditioned in 1944. The coal from the new mine went to an adjacent small powerhouse for a number of years, instead of by tramway to the river.
Photo: G. Bond collection

skirt a gully which the railway crossed by embankment and so on to coke ovens near the railway. A tramway ran from the coke ovens diagonally down to the river to meet the river at the same point as Wright's tramway mentioned earlier. I assume this tramway to be part of the Waterstown property in which case the line down to the river would have been abandoned in 1913 but the other section may have lasted many years longer, until 1921 when the mine closed. The reason for the coke ovens being so far away apparently lies in their being close to another Waterstown Shaft. An 1895 report mentions new coke ovens at Waterstown but does not mention the tramway. [22]

I wish to thank Mr George Bond who found a number of the newspaper references and kindly allowed me to use them. After so many years, and with so little official notice taken of these lines, much uncertainty remains in this article. It is still remarkable what can be found so long after the event.

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2. A.K. Denmead, *The West Moreton (Ipswich) Coalfield,* Geological Survey of Queensland Publication 279, Queensland Department of Mines.
3. *Queensland Parliamentary Debates* V.24 p1186.
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5. *Queenslander* January 19, 1878.
6. *Queensland Votes and Proceeding* 1881 V.2, p.977 and *Parliamentary Debates* volumes 34 and 35.
7. *Journals of the Legislative Council of Queensland* 1881 V.1 p.129.
8. Ditto, 1895 V.2 P.1129.
9. as for 5.
10. *Brisbane Courier* August, 7, 1878, p.6.
11. *Queensland Times* September, 30, 1884
12. *Brisbane Courier* March, 12, 1895 and as for 8.
13. *Queenslander* January 22, 1898; and 1899 Session 2 Votes and Proceedings V.3 p.443.
14. *Brisbane Courier* August 19, 1878, p.6
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16. *Brisbane Courier* March 12, 1895.
17. as for 10.
18. *Brisbane Courier* November 14, 1891.
19. *Queenslander* January 22, 1898 p.190
20. Q.S.A. Railway Commissioner's Correspondence Files Batch A/12600 File 1927/3021
21. Q.S.A. Railway Department Plan S6004.
22. *Brisbane Courier* June 6, 1895.

North west Coastal Tramways

Wyndham

by Ian Crellin and Frank Stamford

From Derby it is a 508 mile drive to Wyndham, Western Australia's most northerly town, situated amidst the mountainous Bastion Range. Wyndham is 2158 miles (3473 km) via the Coastal Highway from Perth. Between Derby and Wyndham are the small towns of Fitzroy Crossing and Halls Creek, and noted at Halls Creek was a derelict steam traction engine in apparently good condition. The last stage of the drive from Halls Creek into Wyndham, and from Wyndham along the Victoria Highway to Katherine passes through extremely interesting and attractive mountainous country, and is an area worth visiting for scenery alone. Detracting from this scenery is the frequent occurrence of dead bodies (of cattle) on the road, in various stages of decomposition.

As with Derby, Wyndham had its initial settlement impetus with the discovery of the Halls Creek goldfields last century (c.1884), and remained as a settlement supporting the pastoral interests of the East Kimberleys. In 1894 the Wyndham Town Jetty was built. At 31 December 1898 returns show that Wyndham had two jetties, a 2ft gauge tramway with ten trucks, and a receiving shed. At 31 December 1904 returns show that the number of trucks had reduced to six, and that the length of the tramway was only 18 chains, extending only a few chains beyond the end of the jetty. Even at this early stage the port facilities were suitable for deep draft ocean boats. There was relatively little shipping activity at Wyndham (e.g. in the year ending 30 June 1907 only 37 steam and no sailing vessels visited the port) so this small tramway sufficed until 1915 when the State Government decided to build a meatworks at Wyndham. This financially calamitous decision was prompted by the receipt of a dispatch from the British Government concerning meat supplies for the Army and Navy, which influenced the move to get the works operating at the earliest possible moment.

Meat Works

The meat works were to be about one mile north of the town, and a site for a new jetty to serve the meatworks was chosen at Stony Point, about one mile north of the Town Jetty.

In the 1915-16 financial year the increasing traffic of construction materials lead to the replacement of the 2 ft gauge jetty tramway with a 3 ft 6 in gauge line, which was extended across the marshes for one mile to the meatworks site.

In the same year a petrol locomotive was provided to cope with the traffic. This was *Kaiser* (see below). Work on the new jetty at Stony Point commenced in the same year, this was expected to cost £38,000; and it was hoped that it would be able to serve both the needs of the town and the meatworks.

In the following financial year a second locomotive was delivered, this being the steam locomotive *Kate,* described below.

Completion of the Stony Point jetty was hastened after the *SS Bambra* collided with and damaged the Town Jetty late in 1917. The *SS Kwinana* was the first vessel to use the new jetty on 24 March 1918. The tramway across the marsh was now used to convey goods for the town from the new jetty .

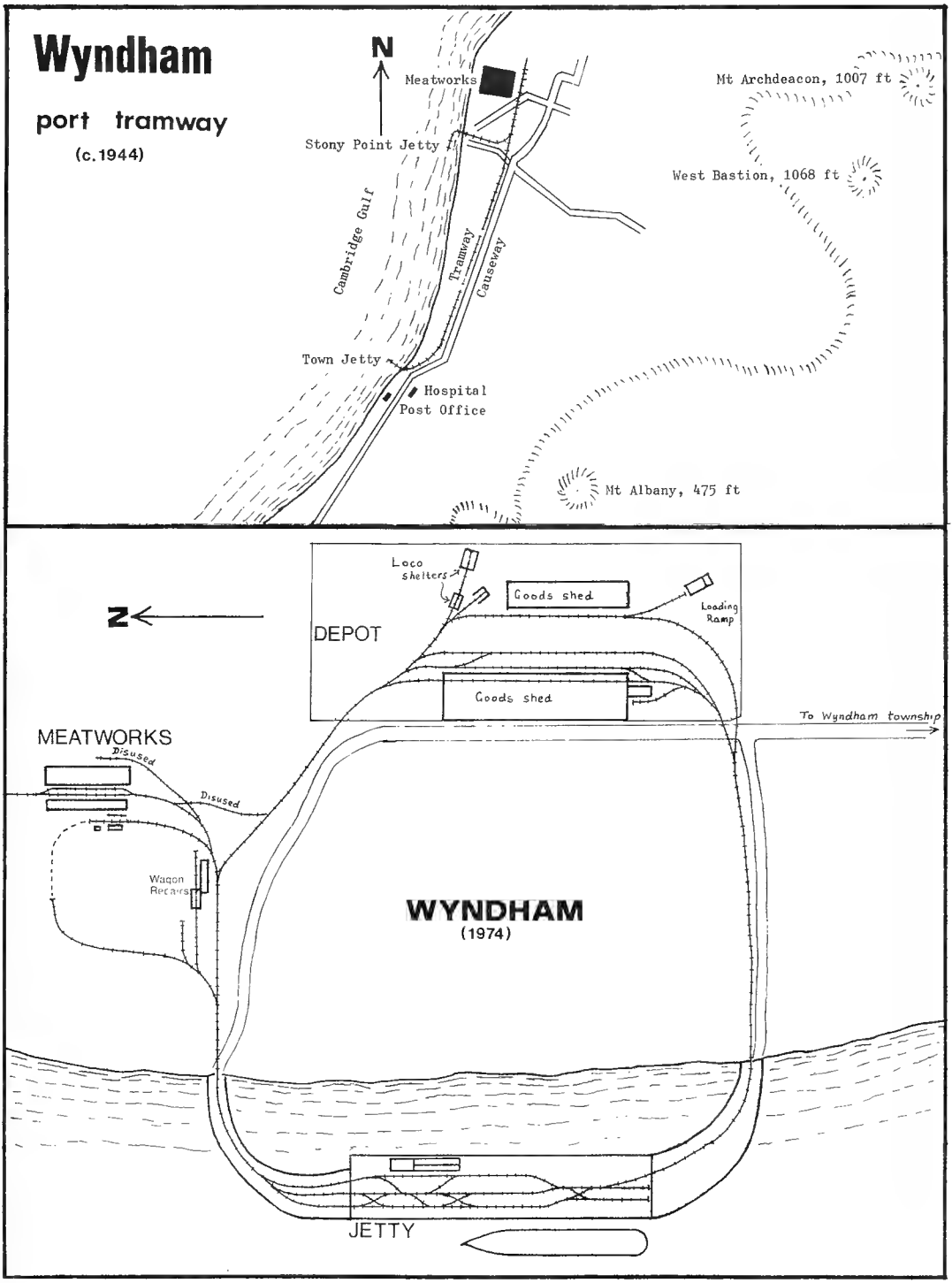
The meatworks were not completed until the 1919-20 financial year, by which time World War I was well and truly over, and the demand for meat had declined. In the same year a third locomotive, *Preston,* was delivered. It was found necessary to restore the Town Jetty, as overseas vessels loading at the Stony Point jetty were interfered with when coastal vessels visited the port.

At this time the fastest means of transport between Perth and Wyndham was steamship, and the mail service was extremely irregular. In 1919 there was a gap of three months between receipt of mail from Wyndham at Perth. Telegraphy was the only means of quick communication.

Hot Pickles

The Public Works Department and the Agricultural Department were each responsible for parts of the construction and operation of the project, and unfortunately friction arose between the two Departments at Wyndham. This friction was ended very simply on 13 May 1919 when the Officer in Charge of the PWD at Wyndham was handed a cheque for £500 and told his services were no longer required. This left the head of the Agricultural Department in Wyndham in full control, and he proceeded to change the works from the hot pickle process to the cold pickle process. This major decision was made without the knowledge of the Department in Perth, and resulted in the scrapping of much expensive equipment, including twelve cold storage wagons, which had cost £4,000. These were replaced with other trucks.

This write-off was small change compared to the total loss of £426,639 for the three years ending 30 June 1921.


Wyndham
port tramway
(c.1944)
N
Meatworks
Stony Point Jetty
Cambridge Gulf
Tramway
Causeway
Town Jetty
Hospital
Post Office
Mt Archdeacon, 1007 ft
West Bastion, 1068 ft
Mt Albany, 475 ft
N
DEPOT
Loco shelters
Goods shed
Loading Ramp
Goods shed
To Wyndham township
MEATWORKS
Disused
Disused
Wagon Repairs
WYNDHAM
(1974)
JETTY

The Wyndham meatworks paid cattle owners 25 shillings per 100 lbs which was only half the going rate in Queensland. Total cost of construction of the works, jetty and tramway was £723,000.

The meatworks continued to be a source of trouble to the Government. Cattle prices slumped in the years after its opening and again in the depression. In the early 1950s it was the base of the air-beef scheme as discussed in the Derby article. In 1967 the Government finally had had enough of criticism of state socialism and of the inefficiency and outdated nature of its plant. The works were passed to private enterprise and are still open today, although moves have been made to close the works, at least temporarily, in recent killing seasons. This would remove a major reason for the tramway's existence.

Locomotives

The first locomotive was *Kaiser* (later NW3) an 0-6-0 internal-combustion locomotive, originally petrol engined, but later converted to diesel. It was allegedly of German origin, supposedly part of the cargo of a German vessel captured by the RAN in World War I. It arrived in Wyndham in 1915, and according to W.A. Harbours & Lights Department records it was built by Ironside & Dyckerhof in 1914. It was derelict at Wyndham in 1966, but Frank Stamford did not see it on his visit in December 1974.

The second locomotive was *Kate,* an 0-4-0WT built by T. Green & Sons Ltd, of Leeds, England (B/No. 132 of 1889). This locomotive arrived at Wyndham in 1917, having previously been used in the south-west of W.A. on timber tramways owned by M.C. Davies Karri & Jarrah Co. Ltd., and Millars Karri & Jarrah (1902) Co. Ltd. It was sold to the PWD in March 1917 and transferred to Wyndham the following month. It was later converted to burn oil fuel. By October 1953 it was out of use. In November 1963 it was shipped south and is now on display at Margaret River, not far from the timber tramway on which it first worked.

The third locomotive was *Preston,* an 0-6-0ST built by Hudswell Clarke B/No. 379 of 1891. Its first owner was E.V.H. Keane who named it *Keane* and used it for railway construction work in W.A. It was sold to Baxter & Prince for the Preston Timber Co. in 1895, and renamed *Preston.* By November 1900 it had been sold to W.N. Hedges, possibly for use on the construction of the Donnybrook-Bridgetown railway. Its fourth owner was W.A. Goldfields Firewood Supply Ltd, Kurrawong, who had obtained it by August 1902. It was out of use by 1910, and in 1920 was sold to the W.A. Government Meatworks, Wyndham. It was out of use by October 1953 and remained abandoned at the meatworks for many years, but has since apparently been preserved somewhere in the town.

Left *Kate,* an 0-4-0WT with additional side tanks, at work on the old Stony Point Jetty at Wyndham. The township and Town Jetty can be seen in the background.

Photo: W.A. Government Printer

W.A. Harbour & Lights Department records also indicate that *Karri,* a 2-4-2T locomotive, built by Black Hawthorne, B/No. 1157 of 1898, was hired from Millar's Timber & Trading Co. for use at Wyndham during the construction of the meatworks, and that it was subsequently returned to Millars.

Diesel locomotives seen at Wyndham in December 1974 were as follows: NW7 (renumbered PW32 in 1969) - a Simplex Dorman four-wheel loco, B/No. 9008 of 1948, this had been transferred from Broome; NW9 (renumbered PW29 in 1969) - another Simplex Dorman four-wheel loco, B/No. 9097 of 1955; NW15 (renumbered PW25 in 1969) *Lulu* - Com-Eng four-wheel loco, B/No. GB 1045 of 1960; NW16 (renumbered PW26 in 1969) - identical to NW15, B/No. GB 1046 of 1960, this had been transferred from Derby; and NW17 (renumbered PW27 in 1969) - a Gemco Funkey four-coupled loco built by George Moss & Co. of Perth in 1964 with a Gardner engine. This loco had also been transferred from Derby.

Simplex Dorman NW8 (renumbered PW28 in 1969) B/No. 9040 of 1952 had been in use at Wyndham in earlier years before transfer to Broome and subsequent transfer to Port Hedland. The current location of this loco is not known.

One of the Simplex Dorman locos at Wyndham is named *Kate.*

Rolling Stock

Among the many items of derelict rolling stock seen in 1974 was a vertical boilered steam crane built by Herbert Morris, Loughborough; another smaller vertical-boilered steam crane; and a four-wheeled hand crane.

Most of the rolling stock in service consists of two-plank open wagons, which are kept in very good condition, and are painted reddish brown. This is unusual as the rolling stock seen at the other north-west ports was painted decrepit green. Also noted were eleven bogie flat wagons, all in use.

On the day of Frank Stamford's visit, Sunday 1 December 1974, two locomotives were hard at work engaged in the loading of a Scandinavian ship, the *Gjertrud Bakke,* as a result of the constant movement of rolling stock, no attempt was made to record rolling stock numbers.

Rolling stock at Wyndham in 1966 was as follows:
46H class open wagons
16 bolster wagons
4 H class flat top wagons
2 Q class wagons
2 R class bogie open wagons

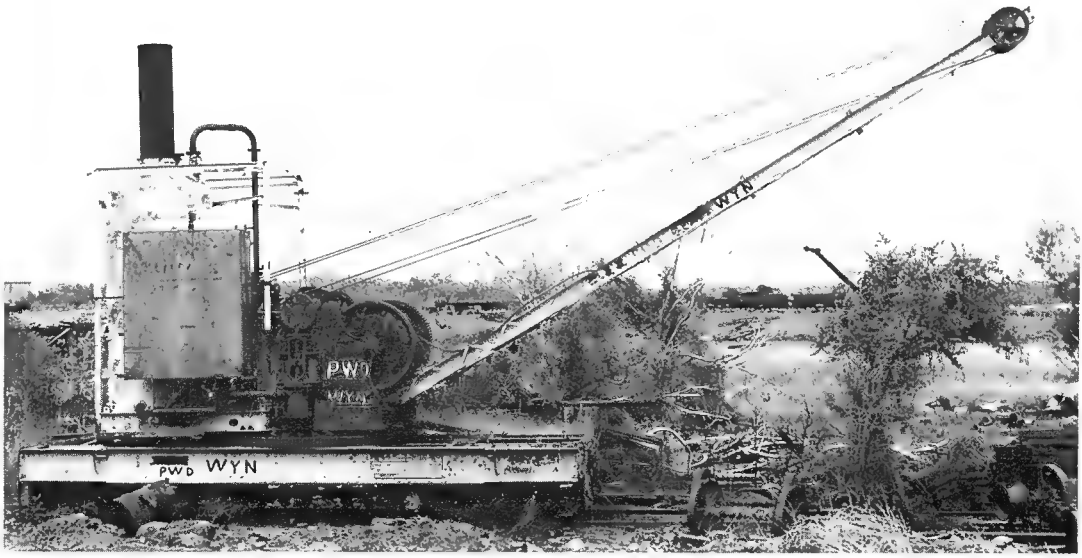
The present jetty was originally built with access only from the north. The layout of track was simple with two sidings coming from a single track on the approach neck. It was expanded in the late 1950s and an approach neck from the south was also added. At this time the jetty was resurfaced with the track mounted flush with the decking to enable rubber tyred vehicles to have access to the wharves as well as rail vehicles. This also enabled the use of forklifts.

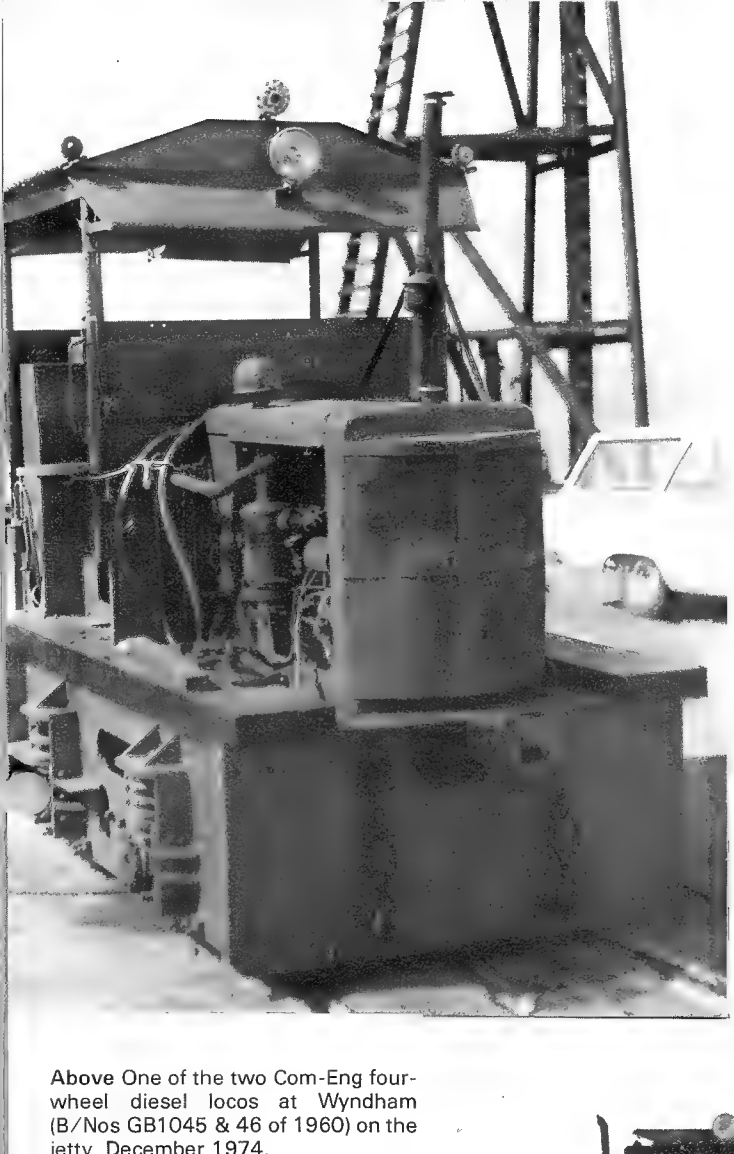
Attempts to develop agricultural in the Ord and nearby

Above Two Simplex-Dorman locomotives at Wyndham, December 1974. That on the right has the nameplates off the old 0-4-0WT built by T. Green & Sons.

Below Vertical boilered steam crane at Wyndham, built by Herbert Morris of Loughborough UK. In the background the jib of another vertical boilered steam crane can be seen. December 1974.

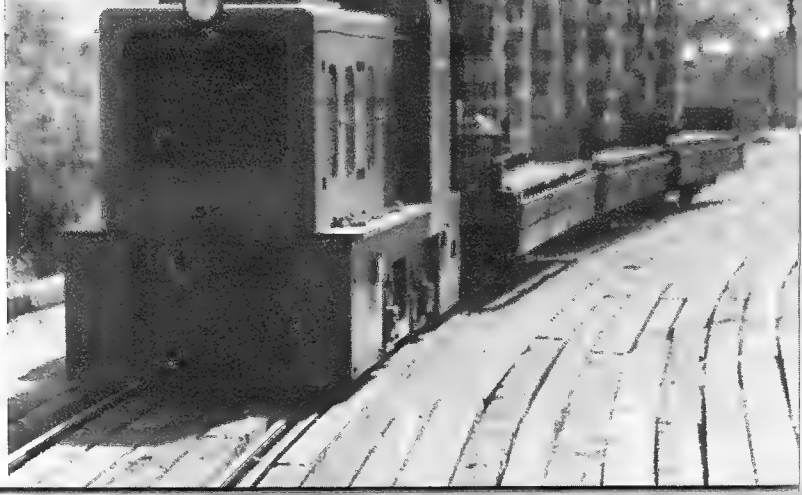
Both photos: F. Stamford





Above One of the two Com-Eng four-wheel diesel locos at Wyndham (B/Nos GB1045 & 46 of 1960) on the jetty, December 1974.
Right Gemco Funkey four-wheel diesel on the Wyndham Jetty, December 1974.

Both photos: F. Stamford



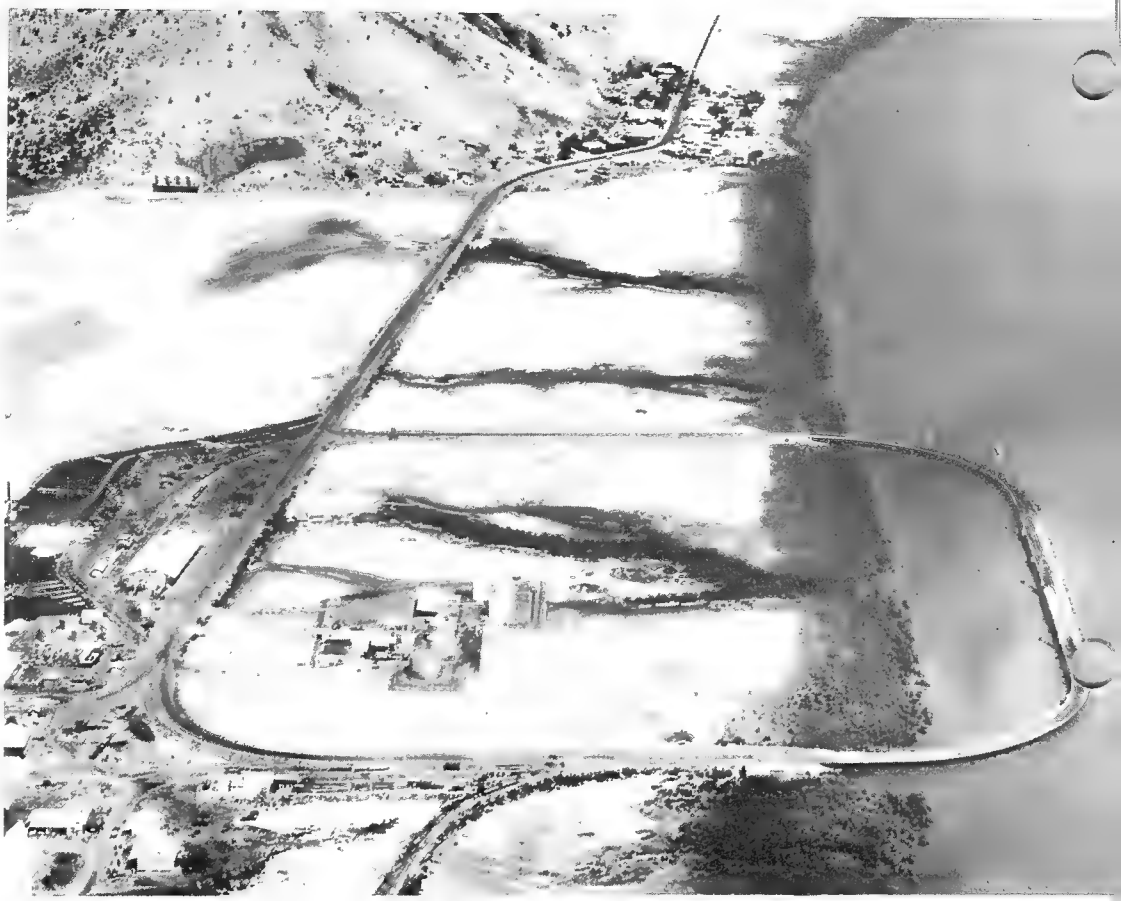
areas have provided cargoes other than meat for Wyndham. Cotton is shipped out and development materials shipped in. Proposals have been made for development of bulk sorghum facilities at Wyndham, and it has sometimes been suggested that it might be a future export port for rice and sugar from the Ord River area. Wyndham would have some problems as a major port and investigations of alternative port sites have been going on to ascertain how best to serve the shipping needs of this area.

The port is located on the east side of Cambridge Gulf, some distance from the sea. Ships must come up a long approach channel with difficult tides, tidal range being 25 ft 6 in. Berthing space amounts to 852 ft, sufficient to accommodate a coastal vessel up to 4000 tons, and a large overseas vessel of up to 11,000 tons simultaneously. Ships gear has to be used to transfer cargo from road to rail vehicles.

By 1974 the town jetty no longer existed, and the mile of track from the meatworks to the town had been removed. As shown in the diagram, the track layout now basically consists of a circle, a rare real life example of a track layout so often used in model railways, however in May 1971 the ring was broken when a tanker demolished the southern approach neck when attempting to berth. Four bays of the structure had to be dismantled, closing the jetty access from the south and breaking the circle of track for some three months until reconstruction was completed.

As far as is known the tramway is still in use, and for anyone intending to visit it, it should be pointed out that summer is the worst time to make the trip, due to extreme humidity and flooding of the river crossings on the highways.

A recent aerial view of Wyndham showing the northern part of the town in the background, the goods sheds and rail yards on the left, entrance to the meatworks on the lower left, and jetty on the right.
Photo: Australian News & Information Bureau.



Kaiser, a 'New Century' six-wheel internal-combustion locomotive of German manufacture, sold by the English firm of Ironside, Son & Dyckerhoff to the PWD of WA in 1912 for use at Broome. The loco was transferred to Wyndham in 1915 where it remained. This information supersedes that given in the text of the article.
Photo: John Goggs

LOCOMOTIVES OF THE NORTH-WEST PORTS

Name/ Number	Type	Builder	B/No.	Date Built	Gauge	Remarks
	0-4-0WT	Orenstein & Koppel	4058	1910	3ft 6in	New to Broome, to Carnarvon 1912 to Broome 1913, to Carnarvon 1952. Scrapped 1955
Gascoyne	0-4-0T	A.Barclay	1754	1922	3ft 6in	Always at Carnarvon. W/off 1950
Kimberley	0-4-0T	A.Barclay	1755	1922	3ft 6in	New to Broome. To Carnarvon 1950. W/off 1960. Preserved at Carnarvon
1	0-4-0WT	Orenstein & Koppel	2271	1906	2ft	New to Roebourne. Transferred south 1926. See LR 57, p.12.
2	0-4-0WT	Orenstein & Koppel	2303	1907	2ft	As above
Kia Ora	0-4-0ST	Baldwin	7111	1884	3ft 6in	To Carnarvon 1909, to Onslow c.1925, to Carnarvon 1928. To Bunbury 1959. See LR 50, p.8.
Karri	2-4-2T	Black Hawthorn	1157	1898	3ft 6in	Hired ex Millar's Timber & Trading Co c.1915 for Wyndham, returned to Millar's.

Name/ Number	Type	Builder	B/No.	Date Built	Gauge	Remarks
Preston	0-6-0ST	Hudswell Clarke	379	1891	3ft 6in	Ex Millar's Timber & Trading Co.1918, to Wyndham, where it is preserved.
Kate	0-4-0T	T.E.Green & Sons	132	1889	3ft 6in	Ex Millar's Timber & Trading Co.1917, to Wyndham. Now preserved at Margaret River
NW1	0-4-0P	A.Barclay	D320	1928	3ft 6in	First at Point Samson,then to Onslow where it is preserved. Converted to diesel.
NW2	0-4-0D	M.Moore/ Fordson			3ft 6in	Carnarvon. Written off
NW3 (Kaiser)	0-6-0P	Ironside, Son & Dyckerhoff		1912	3ft 6in	'New Century' locomotive, to Broome 1912/13, to Wyndham 1915. Written off.
NW4	0-4-0D	M. Moore/ Fordson			3ft 6in	Port Hedland. Scrapped
NW5 (Derby)	0-4-0P	Harbour & Light Dept			3ft 6in	New to Derby,then Carnarvon
NW6	0-4-0P	Harbour & Light Dept			3ft 6in	Carnarvon. NW5 and NW6 rebuilt as one loco. Written off.
NW7	0-4-0P	Simplex 48/63 hp	9008	1948	3ft 6in	Broome to Wyndham. Renumbered PW32 in 1969
NW8	0-4-0P	Simplex 48/63 hp	9040	1952	3ft 6in	Wyndham,to Broome, to Port Hedland. Renumbered PW28 in 1969
NW9	0-4-0P	Simplex 48/63 hp	9097	1955	3ft 6in	Derby, to Wyndham. Renumbered PW29 in 1969
NW10	0-4-0P	Simplex 48/63 hp	9095	1955	3ft 6in	Port Hedland. Renumbered PW30 in 1969. Current location unknown.
NW11	0-4-0P	Simplex 48/63 hp	9096	1955	3ft 6in	Carnarvon, to Port Hedland. Renumbered PW31 in 1969. Current location unknown.
NW12	0-4-0P	Simplex 48/63 hp	14033	1957	3ft 6in	Point Samson. Renumbered PW22 in 1969
NW13	0-4-0P	Simplex 48/63 hp	14034	1957	3ft 6in	Port Hedland. Renumbered PW23 in 1969. Current location not known.
NW14	0-4-0P	Simplex 48/63 hp	14045	1958	3ft 6in	Point Samson. Renumbered PW24 in 1969
NW15 (Lulu)	0-4-0D	Com-Eng	GB1045	1960	3ft 6in	Wyndham.Renumbered PW25 in 1969
NW16	0-4-0D	Com-Eng	GB1046	1960	3ft 6in	Derby, to Wyndham. Renumbered PW26 in 1969
NW17	0-4-0D	Gemco/ Funkey		1964	3ft 6in	Derby, to Wyndham. Renumbered PW27 in 1969

Tramways of the Belmont District

by D. Whiteford

Belmont, now an industrial suburb of Perth, was originally a market gardening and agricultural area developed to serve the nearby growing city. Later, it was realized that a large clay deposit existed on land near the Swan River. This clay was proved to be ideal for pottery and other related industries and in the late nineteenth century, a pottery works was opened by Mill & Co Pty. Ltd. This was the start of an industry which survives in Belmont today and was also to provide the area with the first of a number of small tramways constructed to serve various firms in the pottery-brick industry.

The Mills pottery works had what is thought to have been a 2ft gauge tramway from the works to a jetty on the Swan River. Roads in the Belmont area were poorly developed and the river afforded the best means of transport for the company's products. On the jetty, loaded wagons from the works had their contents placed into barges which were taken to Perth and Fremantle. The tramway was approximately three-quarters of a mile long and is believed to have been gravity operated from the works to the jetty and horse operated on the return journey. The pottery works and the tramway were closed in either 1928 or 1929 and as far as I know, no records of the company survive.

I did quite an amount of walking around the area in an attempt to locate any surviving indications of the tramway system. The remains of the jetty are still to be seen but are difficult to reach because of marshy ground on the river bank, and a small section of embankment also has survived. Unfortunately, a rubbish tip now occupies most of the former works site and clay pits belonging to another company have removed much of the remaining area. The embankment exists between the rubbish tip boundary and one of the clay pits (now disused and water filled).

In 1906 or 1907 a brick and pottery works was opened by Piercy, Pitman and Piercy on a site which had been an older clay pit. The company was known as the West Australian Pottery Co. Ltd. Over the years, changes have occurred to this company and today it is a pipe works owned by Brisbane & Wunderlich Ltd. Great changes have also occurred to the works and it is now a far larger concern.

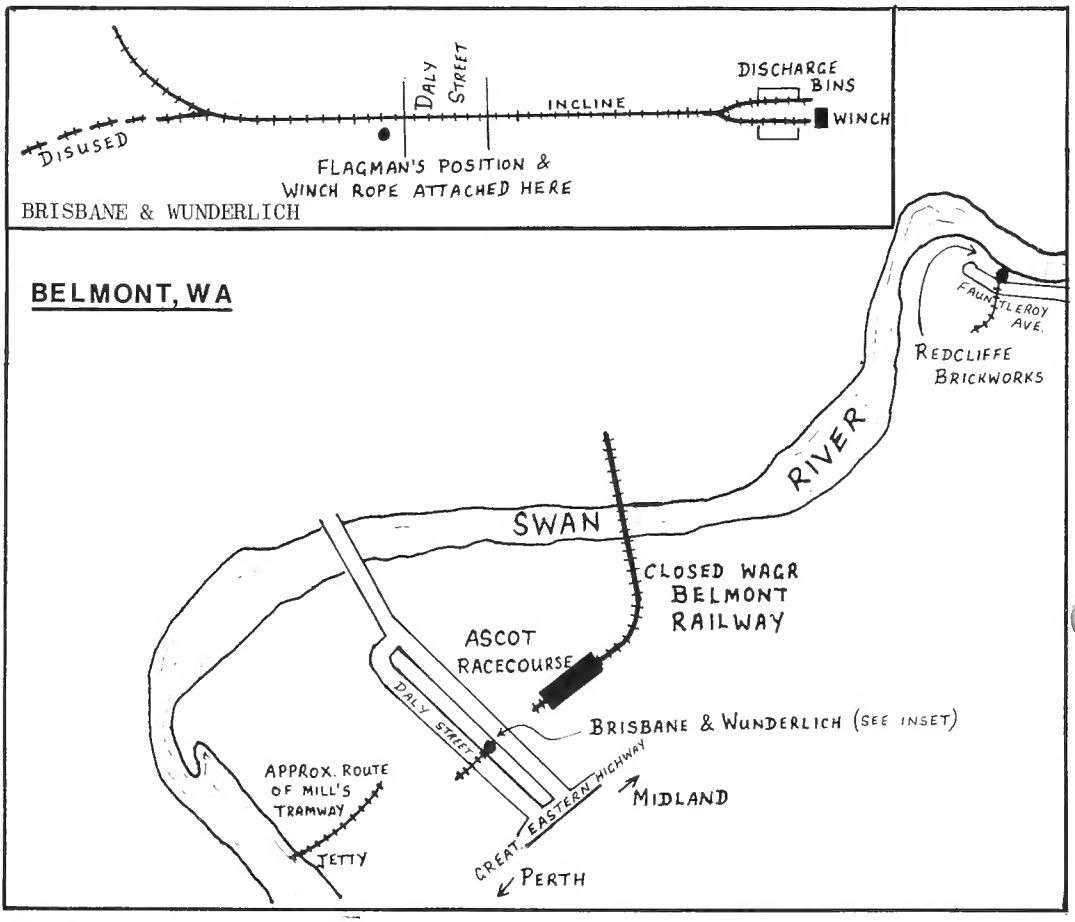
The W.A. Pottery Co had a tramway system leading from the clay pits to the drying sheds. This line was at least partially winch powered, the system in use being roughly explained by the diagram below.

This 2 ft gauge tramway was in use until the mid or late 1930's. The hoppers in use were bottom discharge and were smaller than the ones in use on the closure of the last tramway in Belmont. I am not sure of how the stock was disposed when the tramway closed.

From the storage pits, a horse and dray were used to carry the dried clay to the works. The horse hauled the full dray up an incline and into the works. This method of haulage was discontinued at around the same time as the pit tramways closed and was replaced by a second tramway which used the same, although modified, incline. I have heard from one of the Brisbane & Wunderlich employees who has lived in the district for many years that the material for the new tramway was obtained from the Army who used it for practice in front line tramway laying in the ground of the adjacent Belmont (Ascot) racecourse. The 'front line' tramways were said to have been used to cart away soil from trench digging practice to be dumped near the Swan River. Despite enquiries to the Army and a search through archival material, I have found little evidence to either support or discount the story. The hoppers in use were not made locally and so could have been brought to W.A. for the army. The only evidence to support the theory is that the Railway Construction Company was stationed at the race course but I do not know if they did any work related to rail laying.

The new tramway existed until 1975 when it was replaced by a front-end loader. A few months prior to closure, the tramway was cut at the drying shed end and the loader carried the clay to the foot of the incline (see diagram). The tramway was never very long at its greatest length and would never have exceeded 440 yards.

Two hoppers of the standard triangular side-tip variety were in use in 1975. One would be in the works being unloaded while the other would be outside being loaded with clay. Before the tramway was cut, the hopper in the sheds would be loaded by the front end loader then pushed by the driver of the loader to a point where a winch rope was attached to a coupler. The hopper was then winch hauled across a level crossing (over Daly Street) and hauled up the incline into one of the two



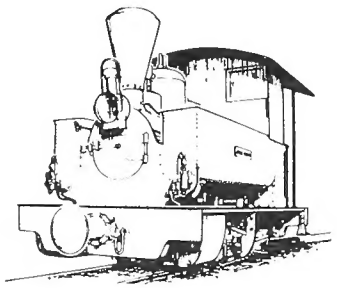
sidings in the works. Here, it was tipped and the clay allowed to drop into a bin from where it was carried by conveyor to the required position in the works. The second hopper would be attached to the winch soon after the arrival of the first and it would be allowed to gravitate down the incline to come to a shuddering halt when the rope ran out. The hopper was then man handled to the loading point.

The level crossing is interesting in that it was permanently manned during working hours by a flagman who halted traffic when a hopper was coming down the incline or being winched back up. The flagman and the loader driver exchanged positions through-out the day.

The line was eventually closed late in 1975 as it was considered to be a public hazard. The incline began about a yard after the crossing and there was no opportunity to halt a hopper coming down the incline should the winch fail or the rope break (it was a metal rope). During the first week of March 1977, the level crossing, the sole remaining portion of tramway intact, was removed. Most of the track was hauled up by the front end loader and remains in a pile near the old tramway. All of the rolling stock is still in the yard of Brisbane & Wunderlich at the time of writing (June 1977) and is in good condition. There are two complete hoppers, one frame, one hopper without frame, and one 15 in gauge wagon which no-one seems to know much about.

A fourth brickworks tramway existed at one of the old Redcliffe brickworks in Fauntleroy Ave. This works used the same clay deposit as the Belmont works, the deposit being a few miles long. Inspection of the site revealed little except a small formation and a few pieces of discarded rail. There have been many brickworks or pottery or tile works in the Belmont area, but most have now gone and residential expansion has resulted in most of the sites being built over. As far as I know, there are no company records of these vanished works surviving and as many were out of use before the 1950s, there is probably little chance that any records will be found. I would welcome any corrections to this article and any further information which readers may have.

My thanks to Arthur Wright of Brisbane & Wunderlich for much of the information contained in this article.



LETTERS

Origin of Powelltown Tramway's 'First Coffeepot'

Some years ago I questioned the alleged and popularly accepted origin of the little 0-4-2ST known as 'Coffeepot' (1st) on the late lamented Powelltown Tramway. This has always been 'said' to be a Kerr Stuart product and so listed. However, the wee beastie in question bore all the earmarks of an early product of Andrew Barclay & Co., Kilmarnock, Scotland.

Now, thanks to the good offices of Ray Ellis (Brisbane) who passed on my query to one Geoff Horsman, who has access to the records of the Hunslet Engine Co. among others, who replied as follows:

'Regarding the Kerr Stuart query by John Buckland, I have heard of the loco he mentions and seen a photo of it in a magazine, but I am afraid its identity is likely to remain a mystery. The main Kerr Stuart Locomotive Register at Hunslet Engineering is the one from Kerr Stuart's Stoke-on-Trent Works which starts at Engine No.51 which was built by KS's predecessors, Hartley, Arnoux & Fanning, and was despatched on 8/3/1891. This was built for Dick, Kerr & Co., Kilmarnock and it would appear that Kerr Stuart had nothing to do with this engine.

'There are also two Locomotive Registers which were apparently kept at Kerr Stuart's London office and it is only in the first volume that the 500 series of numbers occur. The numbers are by no means complete for there are photos in a KS Album which show locos carrying 5XX numbered plates of which there is no record in the London Register. I don't think this is surprising as a binding label in the first Register gives the date May, 1910 - some 25 years after KS are believed to have first sold a loco!

'The series starts at No. 520 ... despatched in 1885 (this loco was illustrated in 'Engineering' 26/6/1885 and was built by Falcon at Loughborough). The next entries are No. 530, 9" x 16" 3'0" gauge, date of order 11/11/1886; and 540-541, a pair of metre gauge engines for Argentina, ordered in 1888. Photos exist of Nos. 524, 531 and 537, but there are no details of them.

'Last year I attempted to compile a list of Kerr Stuart and Hartley, Arnoux & Fanning locos, built up to 1900, using information obtained from various sources as well as the KS Registers. Incidentally some of the early locos were recorded under 5XX numbers as well as HA & F numbers between 52 and 79, although there have been alterations and erasures made in the London Register and it is difficult to relate them exactly in some instances.

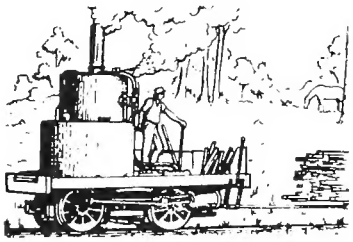
'Now, No. 539 does not appear in the London Register, but it is suggested that it is one of a pair, bearing KS Nos. 538 - 539, built by Andrew Barclay in 1888, their Nos. 310-311. I have a copy of the Andrew Barclay Works List which shows them as 5" x 10" 0-4-2ST's of reputed 2'9" gauge. The 2'9" gauge may be in error. I have not seen the AB Registers, but the two are recorded as having been built for Kerr Stuarts'.

On that I must rest my case, which is that Powelltown's original 'Coffee Pot' although probably bearing Kerr Stuart plates, was in fact a product of Kilmarnock and most probably their No. 310.

J.L. Buckland
East Brighton Vic.

Editor's comment: Thanks John for this latest evidence on the real identity of the Powelltown 0-4-2ST. I cannot agree that it has 'always' been said to have been a Kerr Stuart, as for the past ten years all references to this locomotive by this Society have alluded to its probable Andrew Barclay origin. It is doubtful that the name *Coffee Pot* was ever applied to it when it operated on the Powelltown tramway, as it was in use at the same time as the Kerr Stuart 0-4-0T which was known as *Coffee Pot* To have two *Coffee Pots* would have been confusing. There are written references to this locomotive as *Squirt,* old Company employees refer to it as *Squirt,* and there is a photograph of it being hauled up the Bump incline in about 1916 with SQUIRT very clearly chalked on the front. Without doubt it was called other names, but they were unprintable. FES

A REMINDER... Subscription renewal forms are enclosed with this issue



News, Notes & Comments

NEW SOUTH WALES

METROPOLITAN WATER SEWERAGE & DRAINAGE BOARD

The *Sydney Morning Herald* of 21 May 1977 carried an advertisement that the following items of railway equipment belonging to the Board were to be auctioned on 31 May 1977: four Gemco battery-electric locomotives of 610mm gauge, weighing 10 tonnes; 60 Gemco assorted mining trucks, hoppers and chassis; and 31 Hudson assorted mining trucks, hoppers and chassis.

(Dick Audley)

QUEENSLAND

CSR LTD, MACKNADE AND VICTORIA MILLS, INGHAM

The *National Times* of 7 March 1977 carried an advertisement inserted by CSR Ltd headed 'STEAM LOCOMOTIVES FOR PRESERVATION' and inviting applications for the acquisition for preservation purposes of steam locomotives ex Victoria and Macknade Mills. From a news item in the *Sydney Morning Herald,* 14 March 1977, it appears that the Company is determined to see the locomotives 'going to a good home' in the form of a bona fide preservation society which would undertake to keep them in working order. The manager of CSR's Victoria Mill, Mr Ralph K. Gard, is reported to have said 'There are only about 30 to 40 of these trains remaining in Australia, so on an historic basis the ones we plan to give away are priceless'. CSR should be commended for their attitude towards the preservation of these locomotives.

(John Horne)

SEAWORLD, MAIN BEACH, SOUTHPORT

This tourist attraction operates a 2 ft gauge railway which runs for about a mile in a U shape, with balloon loops at each end. There are two locos. The first is a diesel powered replica (two-third size) of the Q.G.R. A10 class loco preserved at the Redbank Museum. It was built in the workshops at Seaworld during 1975. It hauls a train of bogie coaches. The second loco was rebuilt during 1975-6 from a four-wheeled diesel, Caldwell Vale 646, which came from Titanium Alloy Mfg. N.S.W. and was then used on the Riverdale Tramway, in far north NSW. It has been given a steam outline, and takes its inspiration from the 'mining Loco' at Disneyland. It is painted yellow & red and numbered 99. It pulls a train of yellow wagons and a guard's van built on Ministry of Supply flatcars and fitted out for passengers.

(John Browning)

VICTORIA

CARIBBEAN GARDENS SCORESBY

Further to your correspondent's report in Light Railways 56, I visited this location in January last. Close examination of the diesel loco showed that it was built on the chassis of a Motor Rail 'Simplex' loco. It has been suggested to me that this may in fact be Motor Rail 4160 which worked at C.S.R.'s Condong Mill. Any other candidates would be hard to find, as this seems to be the only Simplex loco whose fate is unknown for hundreds of miles.

(John Browning)

CHEETHAM SALT, LAVERTON

During 1975 and 1976, two of the locos have been completely rebuilt. The two locos concerned were Ruston & Hornsby 30DL locos 283509 & 283510. During 1975 the former, numbered R2, received a new engine imported from India which increased its power from 30 h.p. to 48 h.p. It also received a new bonnet and cab. During 1976, the second loco received the same treatment, and has been renumbered 3 instead of RL3. Your correspondent stated that the two Days tractors from here were shipped to Tasmania. However during visits to the Geelong Steam Preservation Society's Belmont Common site in 1975 and 1976, I observed a derelict Days tractor near the station there. I assumed this machine was from Cheetham Salt. Can any member shed light on this matter?

(John Browning)

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